

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council <u>FAO: Stephen Ashdown</u>
FROM:	<u>Stephen Gee WSCC</u> - Highways Authority
DATE:	8 January 2024
LOCATION:	Land East Of <u>Ansty Way</u> <u>Cuckfield Bypass</u> <u>Cuckfield</u> West Sussex
SUBJECT:	DM/23/2867 Change of use of farmland and woodland to parkland reserve to include public access and instigation of long-term management and rewilding regime, including establishment of pedestrian and cycle tracks, with new pedestrian and cycle access points off Cuckfield Road to the south and Staplefield Road to the north. Proposals to include the addition of two wooden viewing platforms and two hides. Sports pitches at Beech Farm Field to remain in sports use.
DATE OF SITE VISIT:	14/12/2023
RECOMMENDATION:	More Information
S106 CONTRIBUTION TOTAL:	n/a

The application for the change of use of existing farmland and woodland to a country park. The application is supported by a Transport Assessment that was produced to support planning application ref: DM/23/2866 for a garden community of 1,450 homes, 90 unit care home, primary school and other supporting facilities at Land East of Ansty Way (located to the south east of the application being considered here).

Trip generation

The Transport Assessment provided does not provide any details on the specific impacts of the proposed country park. Due to the lack of additional facilities (e.g café/visitor centre) it is not expected that the proposals would create a significant attraction that impacts off site junctions however the anticipated trip generation should be provided to assess if further consideration of the vehicular site access requires additional consideration (e.g trigger the need for a stage 1 RSA)

The following comments are provided with consideration of the application being delivered in conjunction with planning application ref DM/23/2866

Parking

The application form states the site currently benefits from 40 car parking spaces which are served from Staplefield Road but no details on the current usage has been provided. It is expected the existing peak and future peak demand would be on weekends.

Cycle Facilities

Whilst some cyclists may drive to the car park, the fact that it is has a proposed southern connection would increase the potential that it becomes part of a wider journey than just a cycle around the park.

No cycle provision at northern end on to B2114. With a speed limit of 50mph simply requiring cyclists to rejoin the carriageway would not accord with the guidance in LTN1/20 Table 4.1 which indicates that the provision of only a fully kerb cycle track would be an appropriate provision for most people.

The provision of 'cycle gates and cycle styles' would reduce the ability for alternative bicycles to utilise the accesses. LTN 1/20 states 5.1.4 "It is important that infrastructure can accommodate the full range of cycles to ensure routes are accessible to all cyclists"

Full comments on the design of the toucan crossing will be provided as part of the residential application.

If considered as a stand alone application the following also applies.

Whilst it is understood that the application would not be implemented unless the residential element was also approved, each planning application should be assessed on its own merits.

As such if considered on its own the proposals do not provide pedestrian or cycle connectivity at Southern Ped / Cycle access.

Conclusion

Further Information is required including:

- Trip Generation
- Parking Capacity
- Cycle Linkages
- Use of barriers to all types of cyclists.

Stephen Gee
West Sussex County Council – Planning Services